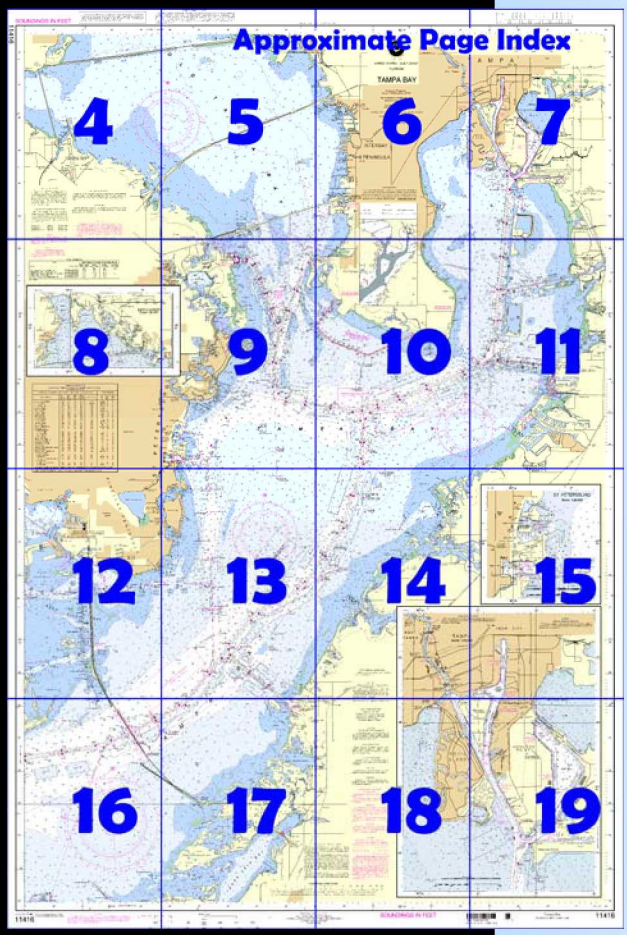
BookletChart™

Tampa Bay

(NOAA Chart 11416)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

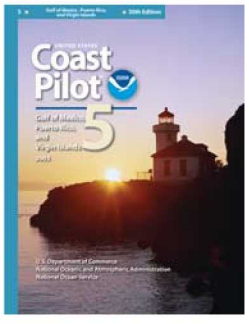
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 5 excerpts]

(107) **Port Manatee** is a deepwater terminal on the SE side of Tampa Bay. The terminal is reached through a channel that leads SE from the main ship channel. A Federal project provides for a depth of 40 feet in the channel and turning basin. The channel is marked by a **127.7°** lighted range, lights, and lighted buoys..

(123) **Hillsborough Bay**. A Federal project provides for depths of 43 feet in the channels leading through Hillsborough Bay. Good anchorage is available for shallow-draft vessels in the central part of the bay W of the main channel.

(128) **Manatees.**–Regulated speed zones for the protection of manatees are in the lower mile of Alafia River and in the approach to the river from the main channel through Hillsborough Bay.

(132) **Port Sutton.** A channel leads from the main ship channel to a turning basin and slip at Port Sutton. The stack atop the powerplant is floodlighted at night.

(134) **East Bay** is a dredged basin with depths of 32 feet

(137) The main ship channel leads into Tampa Harbor along the E side of **Davis Islands.**

(138) A Federal project provides for depths of 34 feet for the main ship channel, Sparkman and Ybor Channels, and Ybor Turning Basin, and 12 feet for Seddon and Garrison Channels.

(141) Only small boats can pass around the N end of Davis Islands. Two fixed bridges connect the N end of the islands with Tampa to the W; minimum clearance is 9 feet.

(142) A **no-wake speed zone** is enforced in the area between the southern tip of Harbour Island and Platt Street bridge.

(210) Small-craft facilities in Tampa are limited. The municipal boat landing is on the W side of the entrance to Hillsborough River. The Majorie Park Yacht Basin on Davis Islands, on the W side of **Seddon Channel**, has gasoline, water, a launching ramp, and open and covered berths for boats up to 50 feet. Diesel fuel is available by truck. The basin has depths of 7 feet.

(212) The bascule bridge at Kennedy Boulevard has a clearance of 11 feet. 0.65 mile above the mouth are bascule bridges with a clearance of 7 feet. About 0.9 mile above the mouth is a bascule bridge with a clearance of 12 feet.

(213) **Old Tampa Bay;** three-fourths of the bay area has depths ranging from 6 to 17 feet.

(214) A swash channel from Port Tampa parallels the SW shore of Interbay Peninsula. The channel is marked by daybeacons and has a depth of 7 to 8 feet.

(215) A **danger zone** of a small-arms firing range of **MacDill Air Force Base** is on the SW shore of **Interbay Peninsula.**

(221) Unmarked channels lead to basins at the E end of Gandy Highway Bridge at **Rattlesnake.** The channel on the N side of the bridge had a depth of 6 feet to the basin.

(223) A yacht basin at the E end of the channel has Dry covered storage, gasoline, diesel fuel, electricity, marine supplies, and hull, engine, and electronic repairs are available.

(224) A boatyard 0.4 mile S of the bridge has electricity, water, dry covered storage, and hull and engine repairs.

(225) **South Gandy Channel** leads along the S side of the fill at the W end of Gandy Bridge to **Snug Harbor,** where small craft can find good anchorage from storms. Open and covered berths with electricity and open and covered storage are available at several marinas. Gasoline, water, ice, and marine supplies are available. The depth in South Gandy Channel to the marinas is 7 feet.

(226) The approach to South Gandy Channel is from S, between shoals that can be avoided with a little care. When 100 yards from the outer end of the highway fill, turn W and steer parallel with the fill, following the channel markers.

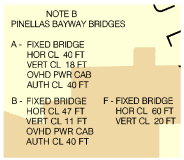
(227) Along the E shore of Old Tampa Bay, N of Gandy Bridge, are several small craft basins; most are privately marked and maintained.

(232) **Safety Harbor.** A draft of 8 feet can be taken to within 0.5 miles of the town landing.

(236) **St. Petersburg** has several hospitals. Gasoline, diesel fuel, water, ice, provisions, and marine supplies are available in quantity.

(244) The **Port of St. Petersburg** Wharf, along the N side of the basin, provides 1,500 feet of berthing space with a 22 feet alongside and a deck height of 8 feet. Fresh water, electrical shore power connections, and telephone service are available. **St. Petersburg Coast Guard Station** and **St. Petersburg Coast Guard Group** are at the outer end of the basin.

Table of Selected Chart Notes



Corrected through NM Oct. 25/08
Corrected through LNM Oct. 21/08

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at Lat. 27°53'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOTE C
CAUTION

The pile structures for former day-beacons 1 through 30 may still exist along the Alafia River Channel.

For Symbols and Abbreviations see Chart No. 1

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Tampa, FL	KHB-32	162.550 MHz
Sarasota, FL	WWG-59	162.40 MHz
Largo Marine, FL	KEC-38	162.450 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.095" northward and 0.640" eastward to agree with this chart.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE E

Sunshine Skyway Bridge Security Zone

All waters, from surface to bottom, 100 feet around all bridge supports, dolphins, and rocky outcroppings.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

INTRACOASTAL WATERWAY

Project Depth

9 feet Caloosahatchee River, Fla. to Anclote River, Fla.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

Distances

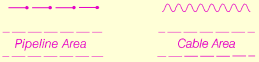
The Waterway is indicated by a magenta line. Mileage distances shown along waterway are in Statute Miles, based on zero at the junction with the Okeechobee Waterway in San Carlos Bay, Florida.

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

PLANE COORDINATE GRID

(based on NAD 1927)

The Florida State Plane Coordinate Grid (West Zone) is indicated on this chart at 20,000 foot intervals, thus: –+– The last three digits are omitted.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

HILLSBOROUGH RIVER

The controlling depth of the maintained channel was 4 feet for a width of 100 feet from Garcia Avenue to a point 2200 feet northwest of Columbus Drive Bridge.

Jan 1985

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Mullet Key Channel (Skyway)	(27°37'N/082°44'W)	2.1	1.8	0.3
Shell Point	(27°43'N/082°29'W)	2.3	1.9	0.5
St. Petersburg	(27°46'N/082°37'W)	2.3	2.0	0.4
Davis Island, Hillsborough Bay	(27°55'N/082°27'W)	2.6	2.3	0.5
Safety Harbor	(27°59'N/082°41'W)	2.8	2.4	0.5

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Oct 2008)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

SOUNDINGS IN FEET

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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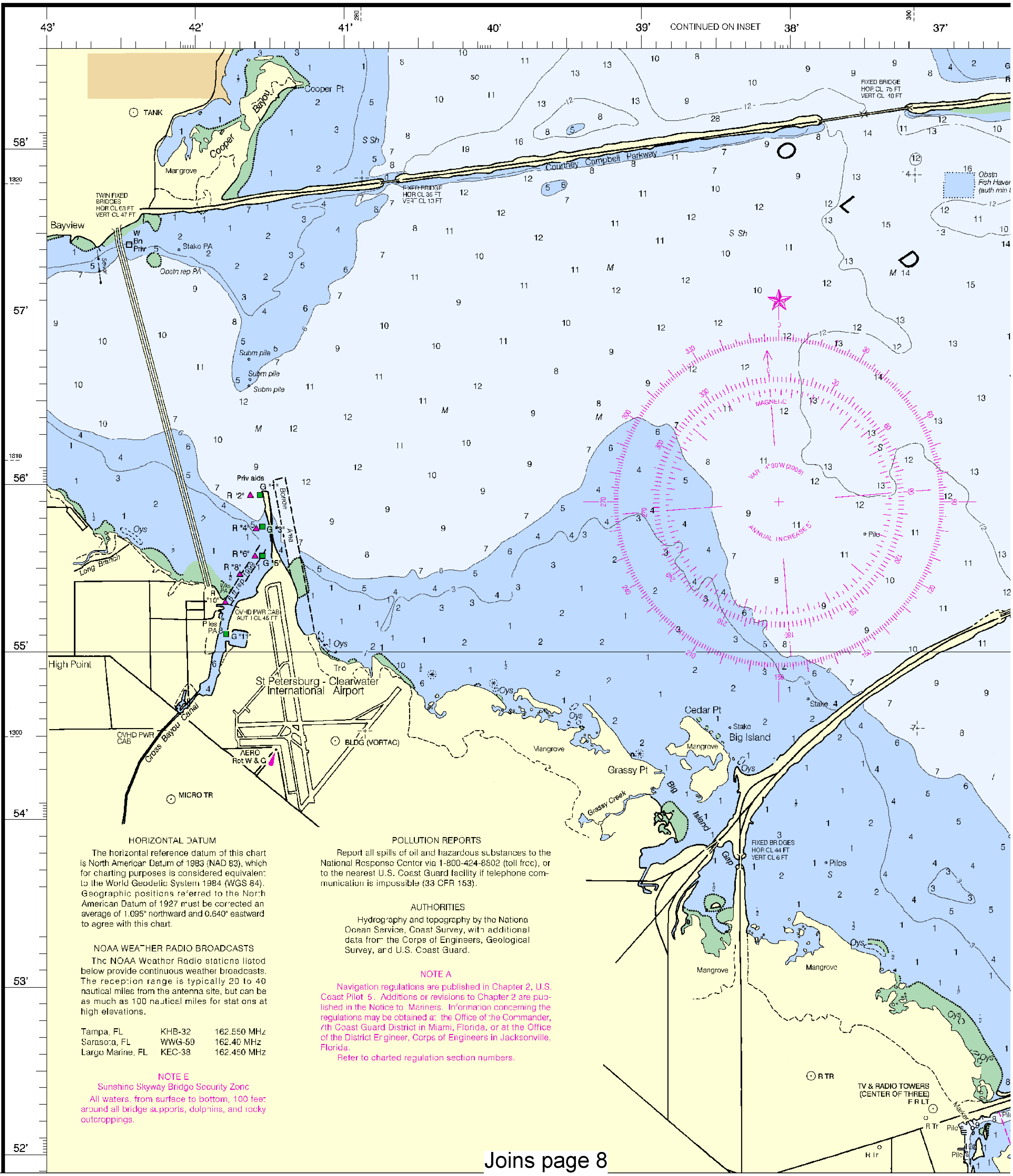

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Refer to charted regulation section numbers.

Joins page 8

North

Printed at reduced scale. SCALE 1:40,000 See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000

eekly by NOAA for Not ces to Mariners
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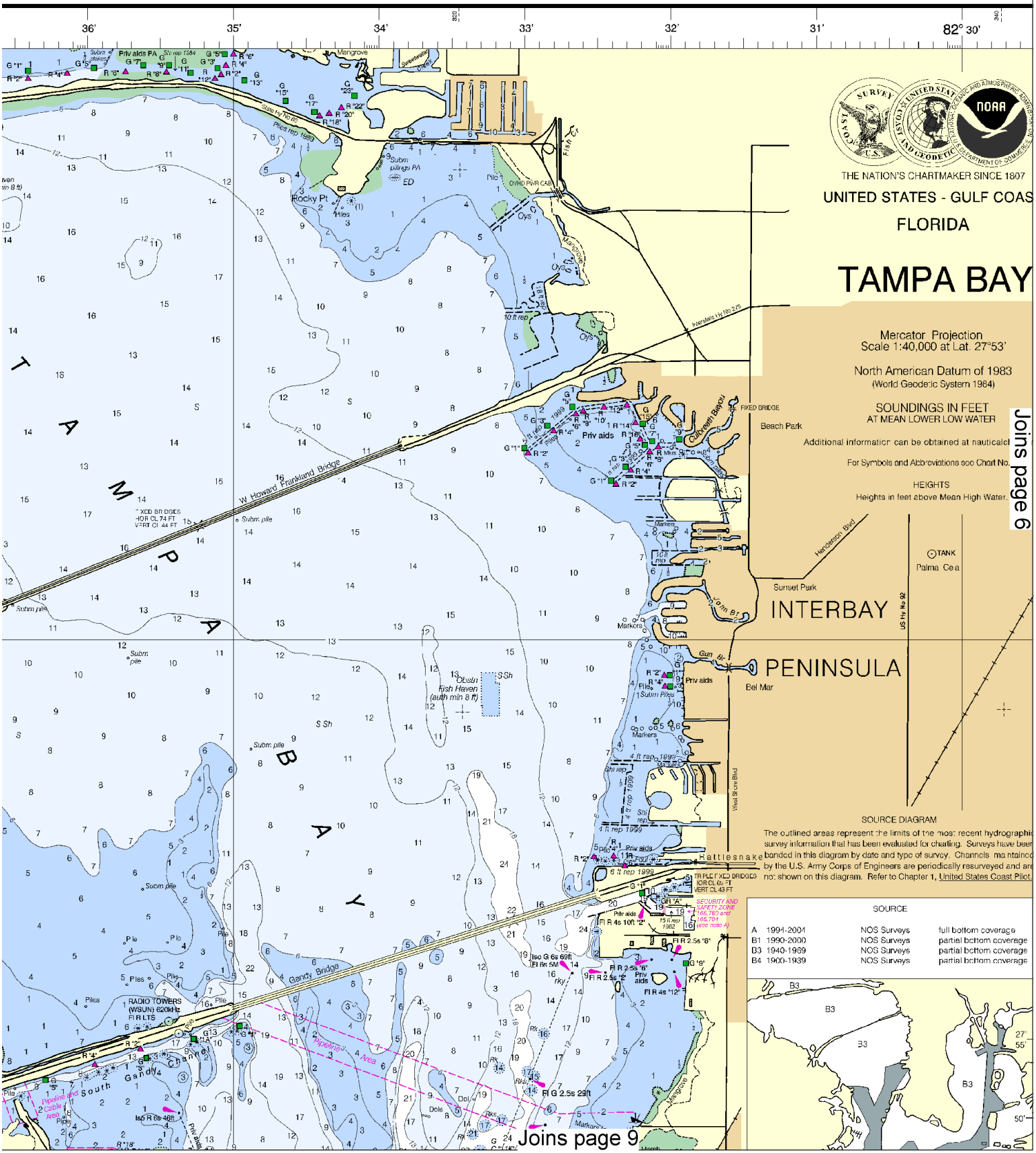
34-4683; http://NauticalCharts.gov;
HART; http://OceanGrafix.com; or

Formerly C&GS 11417b, 1st Ed., June 1997 KAPP 2983



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:57143. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

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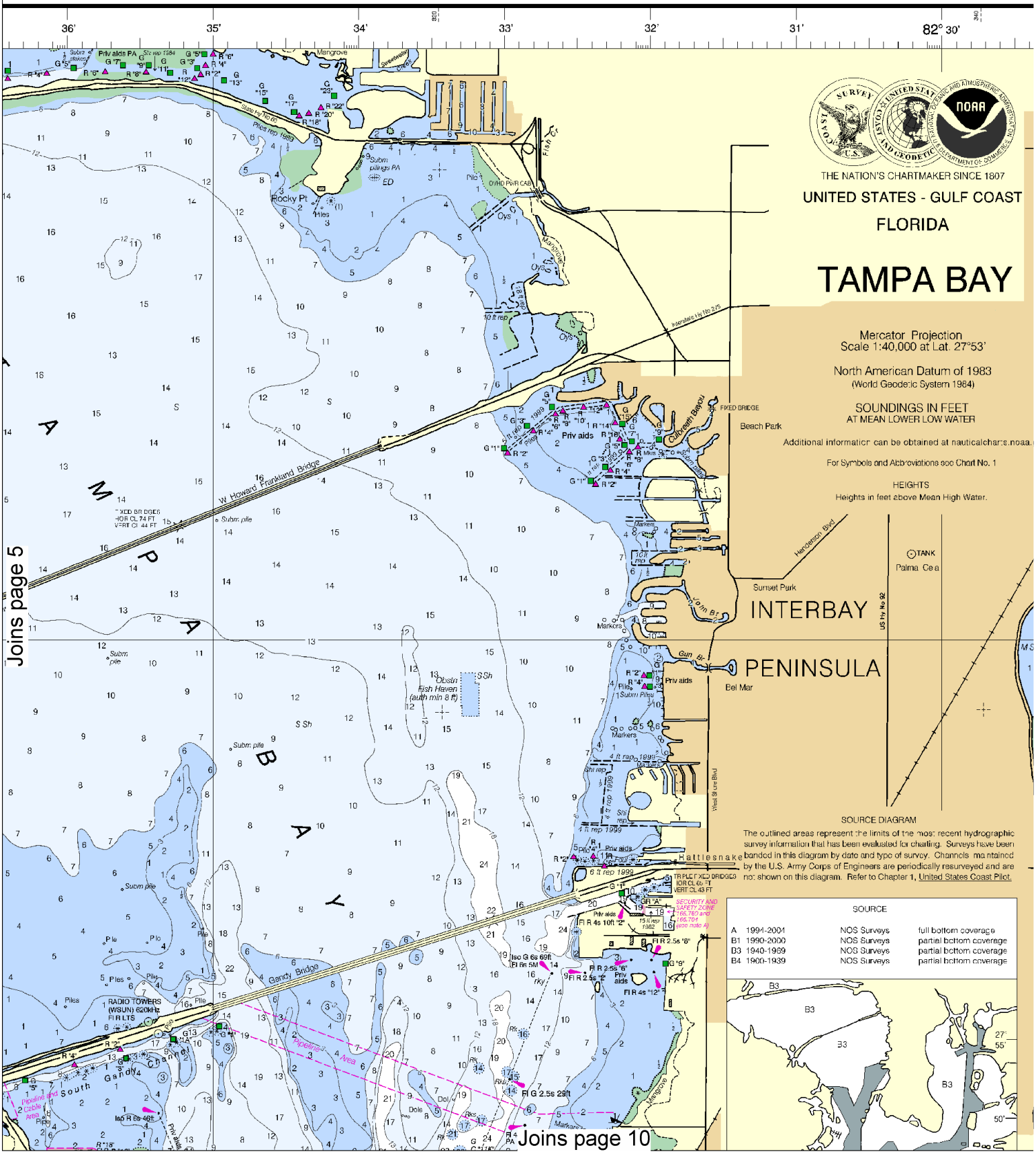

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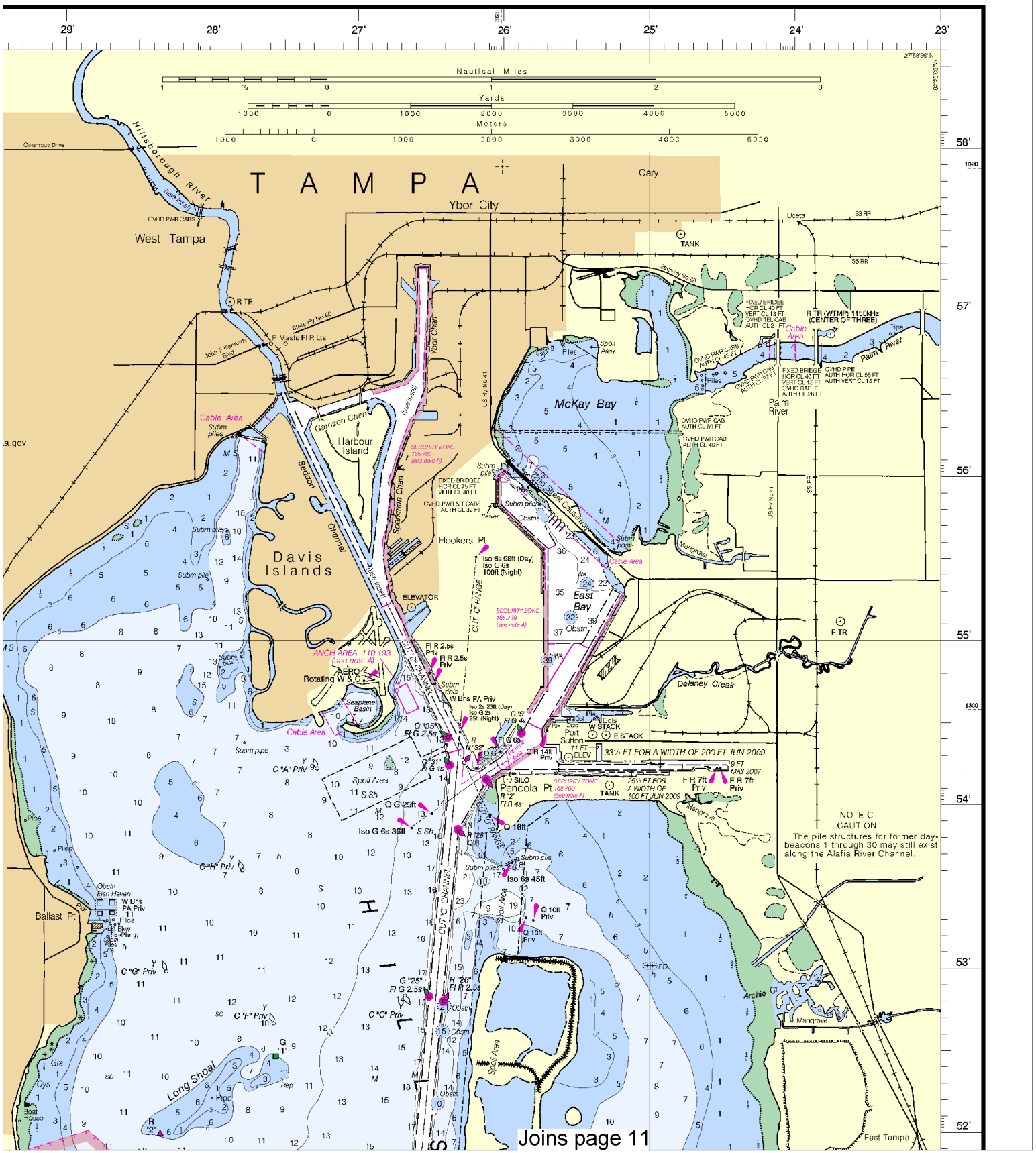
Yards: 1000 0 1000 2000 3000 4000 5000



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0910 3/2/2010,
NGA Weekly Notice to Mariners: 1110 3/13/2010,
Canadian Coast Guard Notice to Mariners: n/a .

Sunshine Skyway Bridge Security Zone
All waters, from surface to bottom, 100 feet around all bridge supports, dolphins, and rocky outcroppings.

Joins page 4

TIDAL INFORMATION

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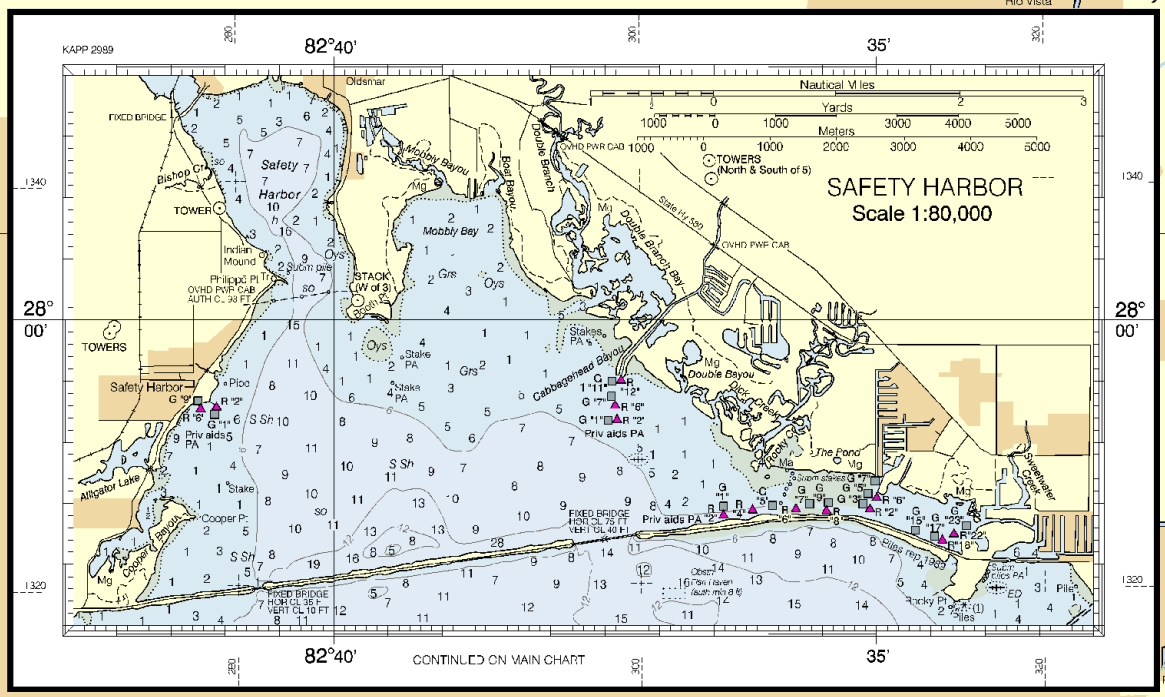
(Oct 2008)



TAMPA BAY CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2005
AND SURVEYS TO JUN 2009

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
MULLET KEY CHANNEL	40.1	43.2	42.2	38.7	8-05	600-900	2.9	43
CUT A CHANNEL	38.8	43.0	42.9	41.9	5-06	500-700	2.7	43
CUT B CHANNEL	42.1	41.8	42.1	42.0	5-06;4-07	500-700	3.4	43
CUT C CHANNEL	42.2	43.2	43.1	42.6	5-06	500-750	1.7	43
CUT D CHANNEL	43.1	41.7	42.2	41.7	5-06	500-850	2.1	43
CUT E CHANNEL	45.3	43.7	45.3	46.0	5-06	500-700	2.1	43
CUT F CHANNEL	41.0	42.0	42.0	42.0	1-09	500	1.6	43
EAST WIDENER	45.0	41.0	42.0	43.0	1-09	0-2880	0.4	43
WEST WIDENER	30.0	33.0	34.0	35.0	1-09	0-970	0.25	34
CUT G CHANNEL	33.6	34.6	36.0	31.0	1-09	400	2.7	34
G TO J WIDENER	35.0	33.6	34.0	33.0	5-06;1-09	0-770	.52	34
CUT J CHANNEL	33.3	35.4	34.6	35.0	5-06;12-07	400-450	1.2	34
CUT J2 CHANNEL	35.0	37.5	37.3	36.0	5-06	400-450	0.9	34
CUT K CHANNEL	32.1	36.4	36.5	33.2	5-06	400	2.0	34
CUT K TURNING BASIN	31.7	36.1	35.2	33.2	5-06	400-750	0.5	34
GADSDEN PT. CUT	43.0	43.0	43.0	41.0	1-09	500	3.05	43
HILLSBOROUGH BAY								
CUT A CHANNEL	43.0	42.0	43.0	40.0	1-09	500	1.0	43
A TO C WIDENER	40.0	42.0	43.0	42.0	1-09	0-1900	0.7	43
CUT C CHANNEL	38.0	41.0	42.0	39.4	1,5-09	500	5.6	43
CUT D CHANNEL	35.0	37.0	36.0	34.0	3-09	400	1.0	41
SEDDON CHANNEL	14.0	17.0	20.0	22.0	3-09	200	1.1	12
GARRISON CHANNEL (A)	24.8	21.9	22.0	16.9	2-04; 10-07	300	0.4	30
SPARKMAN CHANNEL	28.0	35.0	36.0	29.0	3-09	400	1.2	34
YBOR TURNING BASIN	30.0	32.0	30.0	23.0	8-09	---	0.3	34
YBOR CHANNEL	29.0	31.0	28.0	22.0	3-09	400	0.5	34
PORT SUTTON ENTRANCE CHANNEL	43.7	41.6	43.6	40.3	6-09	400	0.3	43
SOUTH WIDENER	30.0	39.2	38.4	37.2	6-09	0-540	0.3	43
PORT SUTTON TURNING BASIN	39.5	41.6	37.9	41.1	6-09	400-1930	0.4	43
EAST RAY CHANNEL								
TO TURNING BASIN	41.3	41.8	42.5	38.9	6-09	600	0.6	43
TURNING BASIN	40.5	40.6	40.9	39.5	6-09	300-800	0.3	43
NORTHEAST CHANNEL	41.3	43.1	44.1	43.8	6-09	300	0.4	43
UPPER EAST BAY								
CHANNEL TO UPPER BASIN	31.5	33.3	34.5	32.8	6-09	300	0.6	34
TURNING BASIN	32.6	34.0	31.2	28.3	6-09	300-789	0.5	34

A GARRISON CHANNEL HAS BEEN DEAUTHORIZED AS A FEDERALLY MAINTAINED NAVIGATION PROJECT. SHOALING THROUGHOUT WESTERN PORTION OF CHANNEL.
NOTE CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Joins page 12

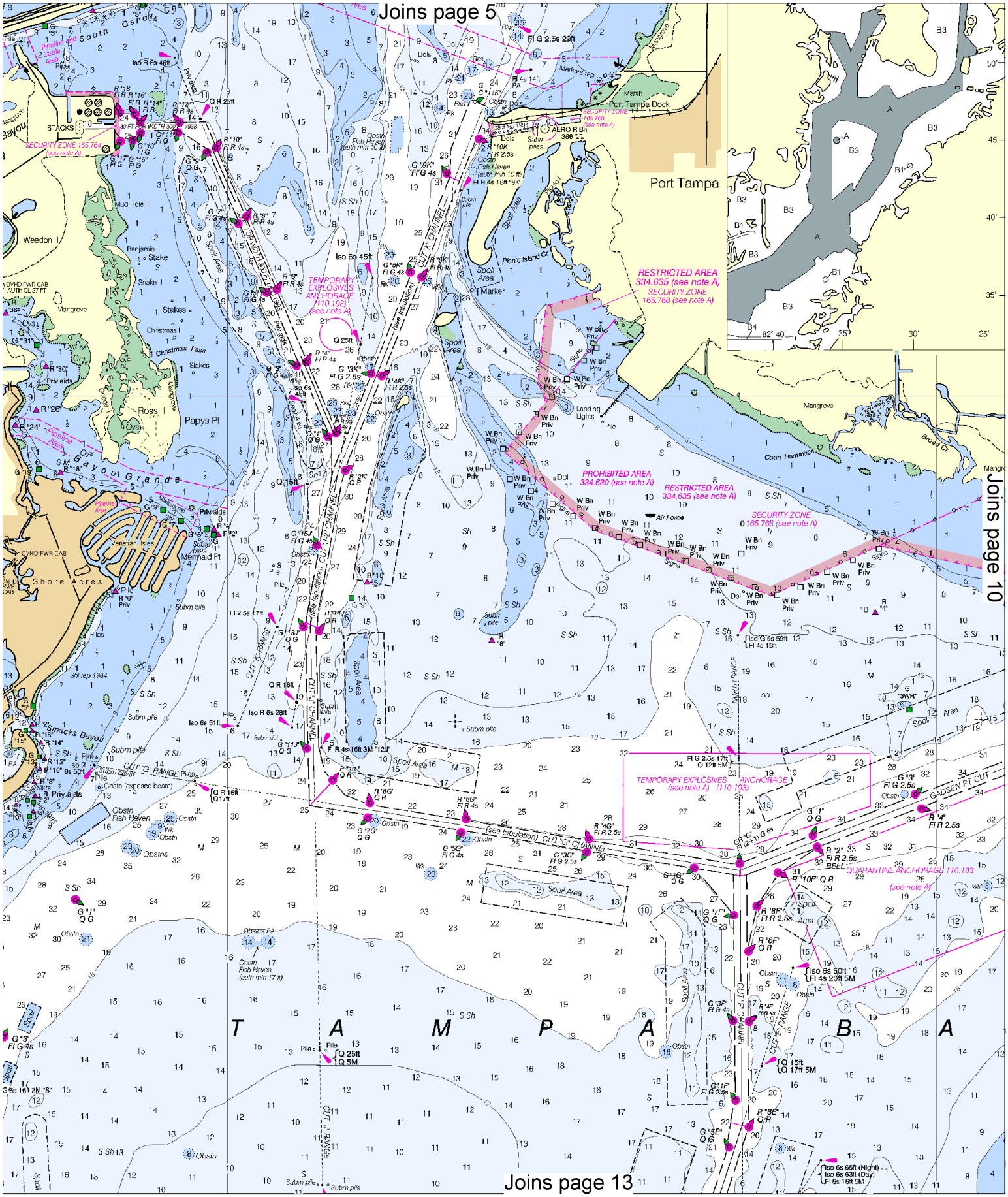
North

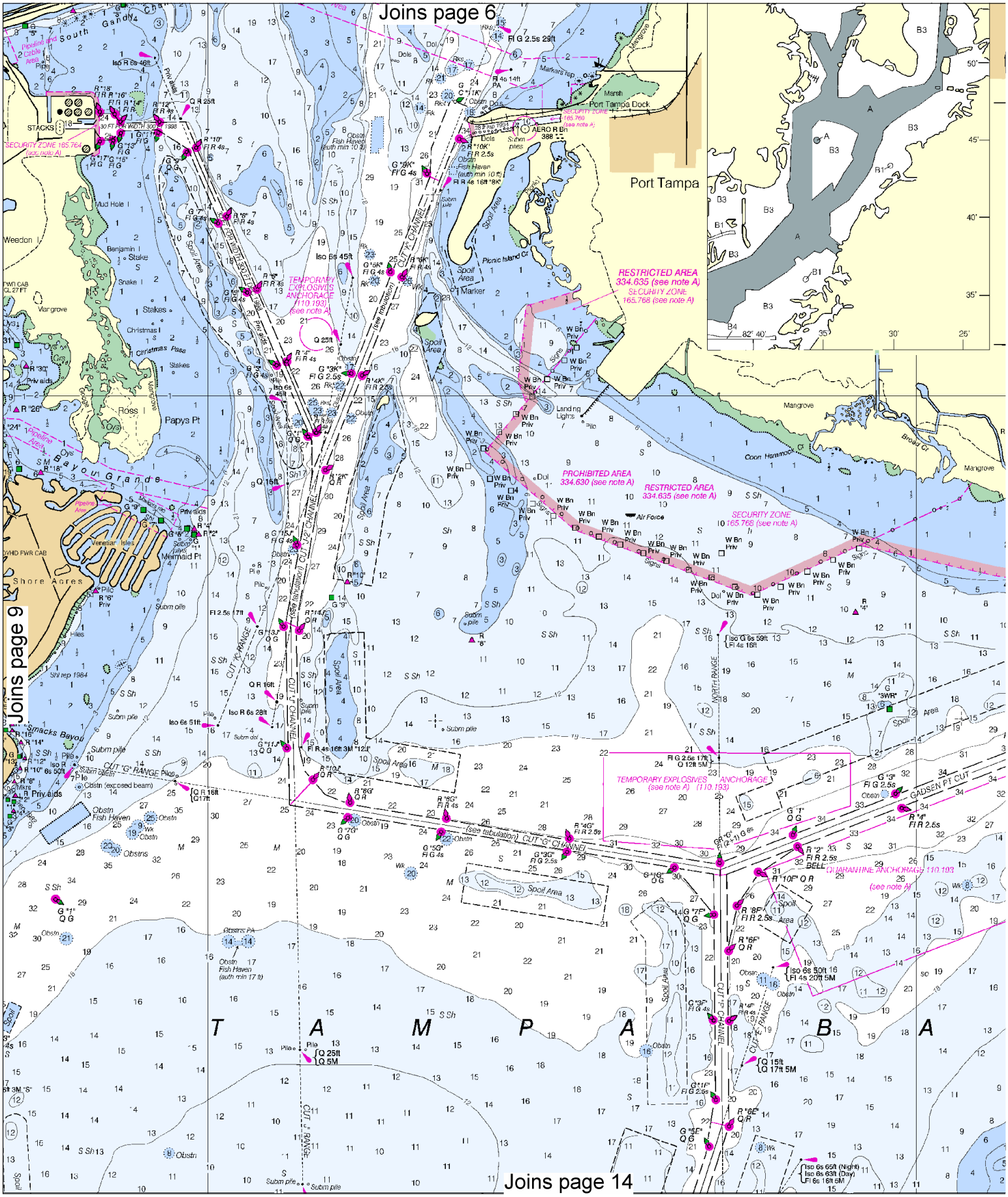
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles 1 ½ 0 1 2 3

Yards 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Joins page 10
Joins page 13
Port Tampa
Port Tampa Dock
Marsh
STACKS
SECURITY ZONE 165.764 (see note A)
RESTRICTED AREA 334.635 (see note A)
SECURITY ZONE 165.768 (see note A)
TEMPORARY EXPLOSIVES ANCHORAGE (110.193) (see note A)
PROHIBITED AREA 334.630 (see note A)
RESTRICTED AREA 334.635 (see note A)
SECURITY ZONE 165.768 (see note A)
TEMPORARY EXPLOSIVES ANCHORAGE (see note A) (110.193)
QUARANTINE ANCHORAGE 110.193 (see note A)
Weedon I
Benjamin I
Snake I
Stakes
Christmas I
Christmas Pass
Ross I
Papys Pt
Mud Hole I
Venetian Isles
Mermaid Pt
Shore Acres
Smacks Bayou
Bayou Grande
Mangrove
Broad Cr
Coon Hammock
Picnic Island Cr
Air Force
Landing Lights
Spoil Area
Marker
Fish Haven
Obstn
Subm pile
Pile
Wk
Rk
Dol
Sh
Mangrove
Oys
Anchorage Area
Pipeline and Cable Area
Priv aids
OVHD PWR CAB
AUTH CL 27 FT
CUT "C" CHANNEL
CUT "C" RANGE
CUT "J" CHANNEL
CUT "J" RANGE
CUT "K" RANGE
CUT "G" CHANNEL
NORTH RANGE
GADSEN PT CUT
TAMPA BAY



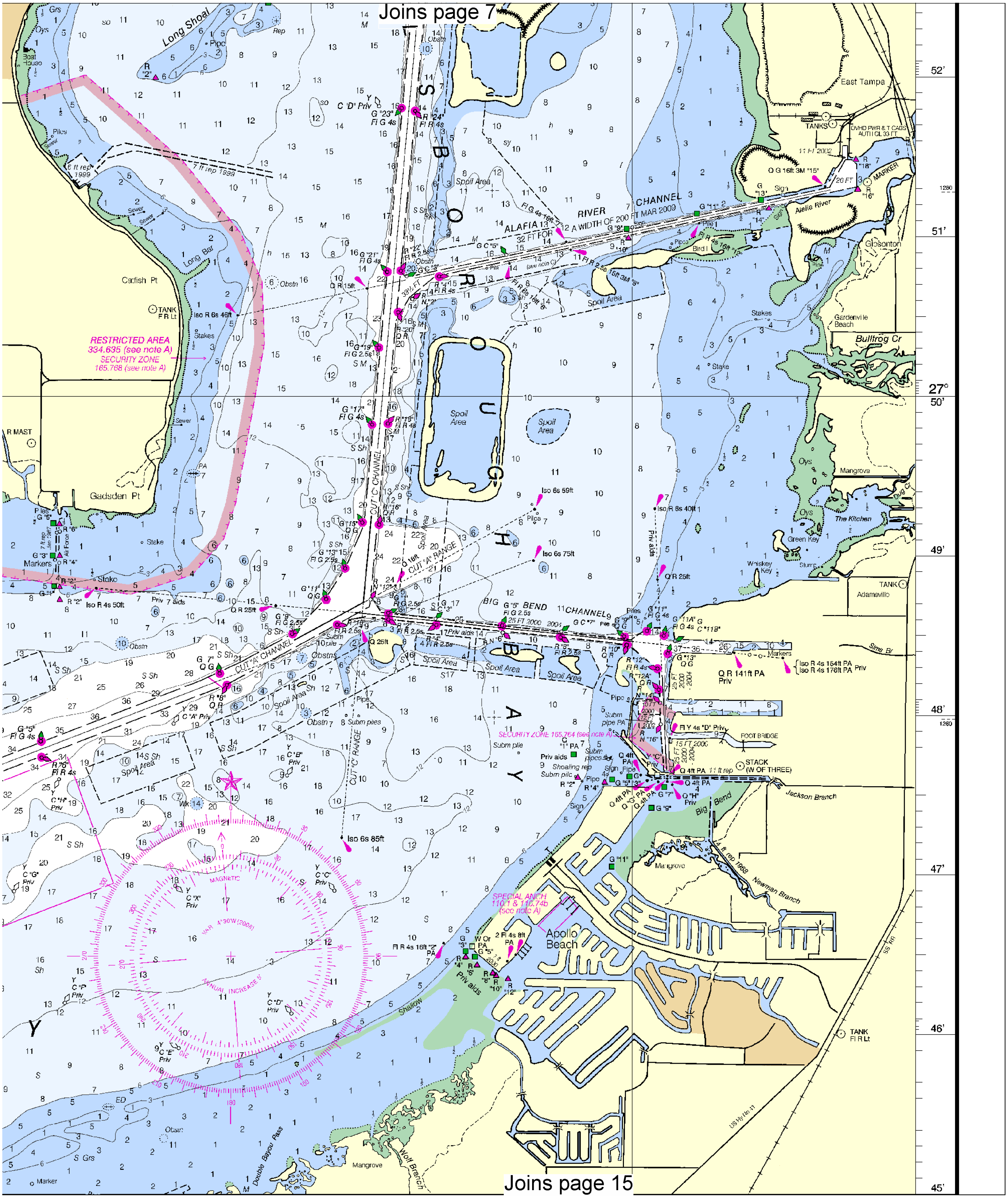
North

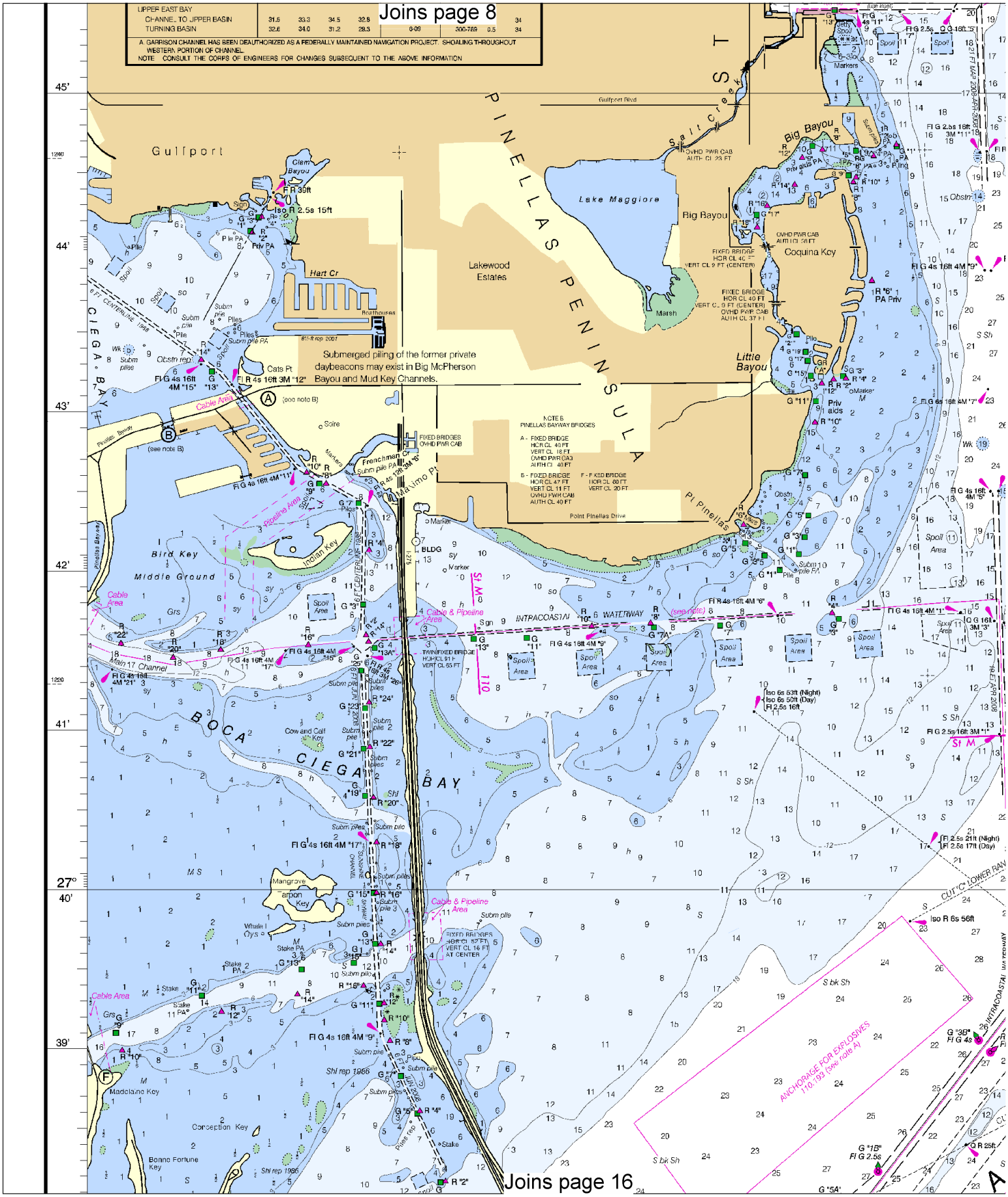
Printed at reduced scale. ~~SCALE 1:40,000~~ Nautical Miles See Note on page 5.

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000


Joins page 7
Long Shoal
Catfish Pt
Long Bar
RESTRICTED AREA
334.635 (see note A)
SECURITY ZONE
165.768 (see note A)
Gadsden Pt
R MAST
TANK
F R Lt
Spoil Area
ALAFIA RIVER CHANNEL
12 A WIDTH OF 200 FT MAR 2009
Alafia River
East Tampa
TANKS
OVHD PWR & T CABS
AUTH CL 33 FT
Gibsonton
Gardenville Beach
Bullfrog Cr
Mangrove
The Kitchen
Green Key
Whiskey Key
Adamsville
Dug Cr
CUT "C" CHANNEL
CUT "A" RANGE
CUT "A" CHANNEL
CUT "C" RANGE
BIG BEND CHANNEL
G "5" BEND
SECURITY ZONE 165.764 (see note A)
Q R 141ft PA
Priv
Iso R 4s 154ft PA
Iso R 4s 176ft PA Priv
FOOT BRIDGE
STACK
(W OF THREE)
Jackson Branch
Big Bend
Newman Branch
Apollo Beach
SPECIAL ANCH
110.1 & 110.74b
(see note A)
MAGNETIC
VAR 4°30'W (2008)
ANNUAL INCREASE 5'
Double Bayou Pass
Wolf Branch
Mangrove
Shallow
Priv aids
TANK
Fl R Lt
27°
52'
51'
50'
49'
48'
47'
46'
45'
Joins page 15



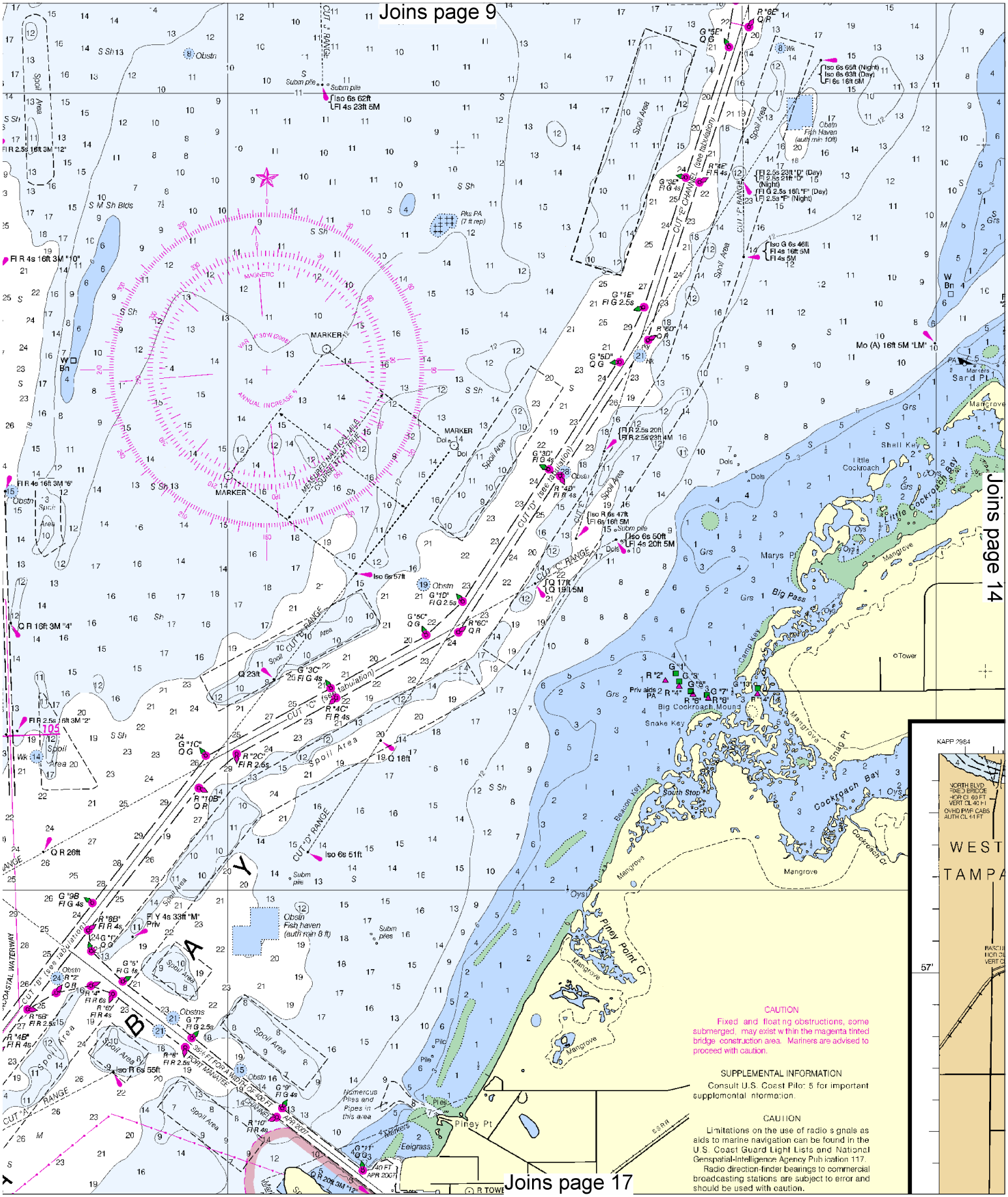
12

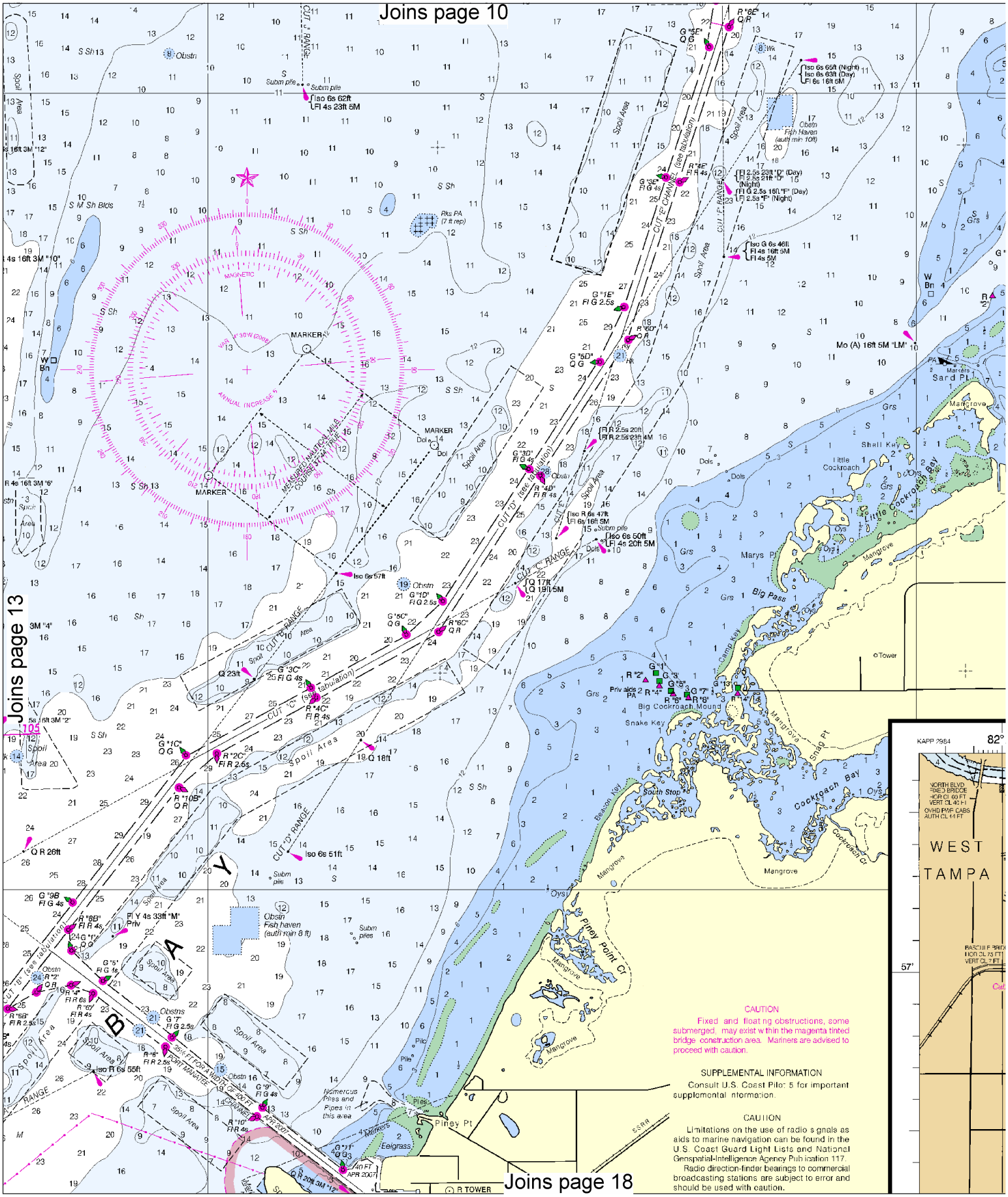
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 9
Joins page 14
Joins page 17
CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.
CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Big Pass
Little Cockroach Bay
Cockroach Bay
Big Cockroach Mound
Snake Key
Shell Key
Sard Pt
Marys Pt
Piney Point Cr
Piney Pt
Eelgrass
Mangrove
Spoil Area
INTRACOASTAL WATERWAY
KAPP 2984
WEST
TAMPA



North

Printed at reduced scale. ~~SCALE 1:40,000~~

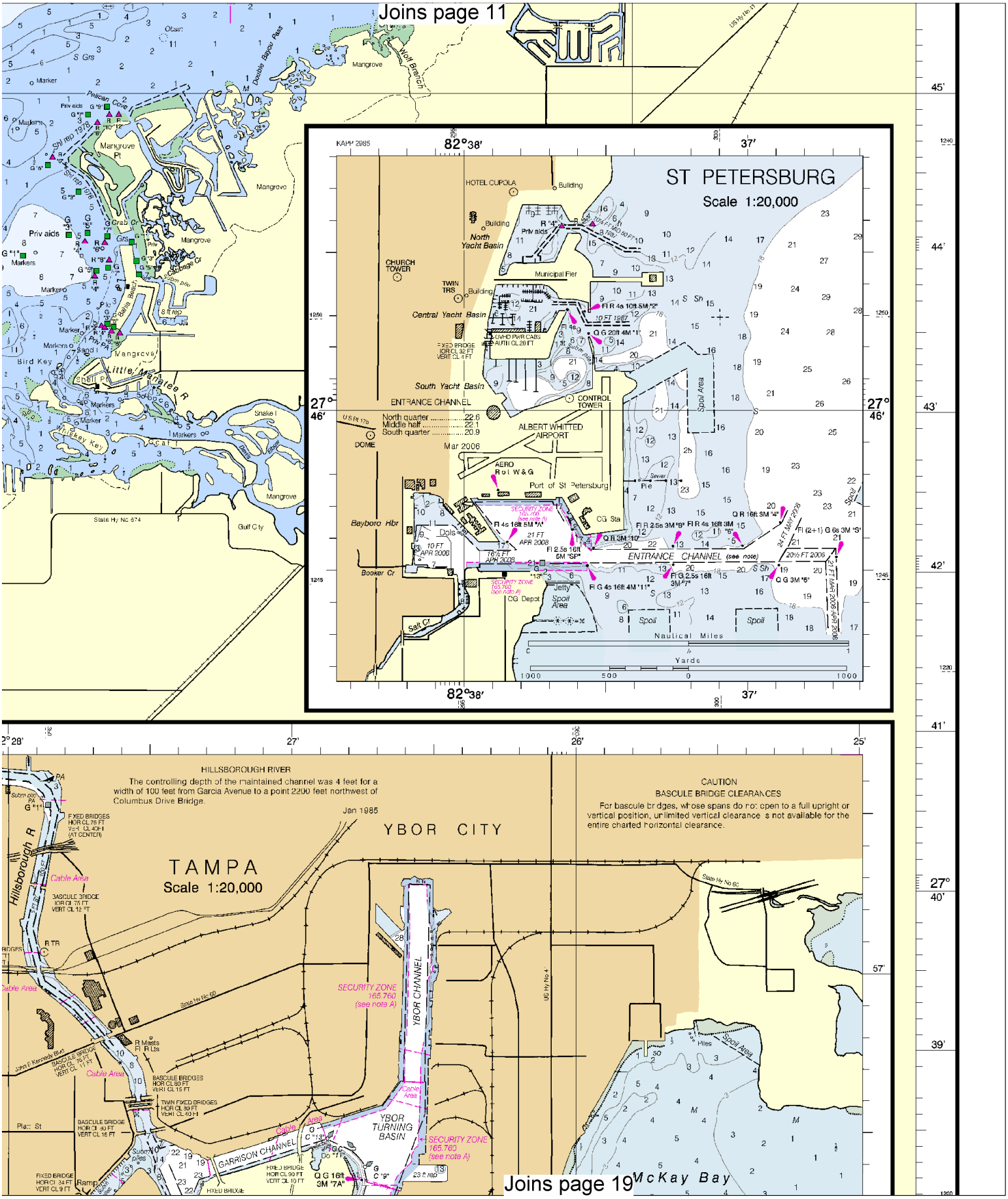
Nautical Miles

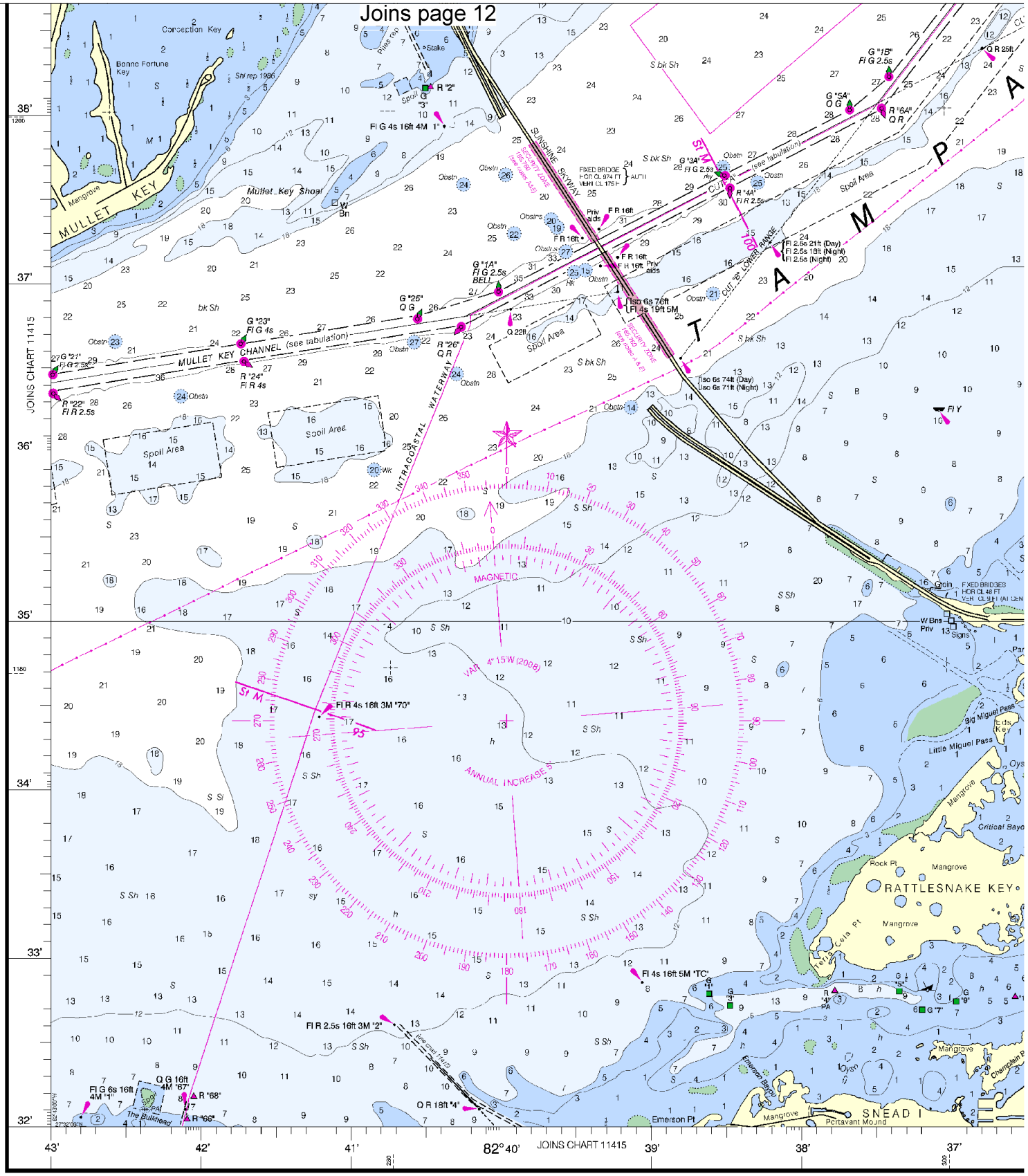
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
ST PETERSBURG
Scale 1:20,000
82°38'
37'
27°
46'
HOTEL CUPOLA
CHURCH TOWER
TWIN TRS
North Yacht Basin
Central Yacht Basin
South Yacht Basin
Municipal Pier
ENTRANCE CHANNEL
CONTROL TOWER
ALBERT WHITTED AIRPORT
Mar 2006
Port of St Petersburg
Bayboro Hbr
Booker Cr
Salt Cr
CG Sta
CG Depot
Jetty
Spoil Area
Nautical Miles
Yards
HILLSBOROUGH RIVER
The controlling depth of the maintained channel was 4 feet for a width of 100 feet from Garcia Avenue to a point 2200 feet northwest of Columbus Drive Bridge.
Jan 1985
CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.
TAMPA
Scale 1:20,000
YBOR CITY
Hillsborough R
YBOR CHANNEL
YBOR TURNING BASIN
GARRISON CHANNEL
SECURITY ZONE 165.760 (see note A)
Cable Area
Joins page 19
McKay Bay



10th Ed., Oct./08 ■ Corrected through NM Oct. 25/08
Corrected through LNM Oct. 21/08

11416

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Nautical 1 ½ 0 1
Yards 1000 0 1000 2000
Meter 1000 0 1000 2000

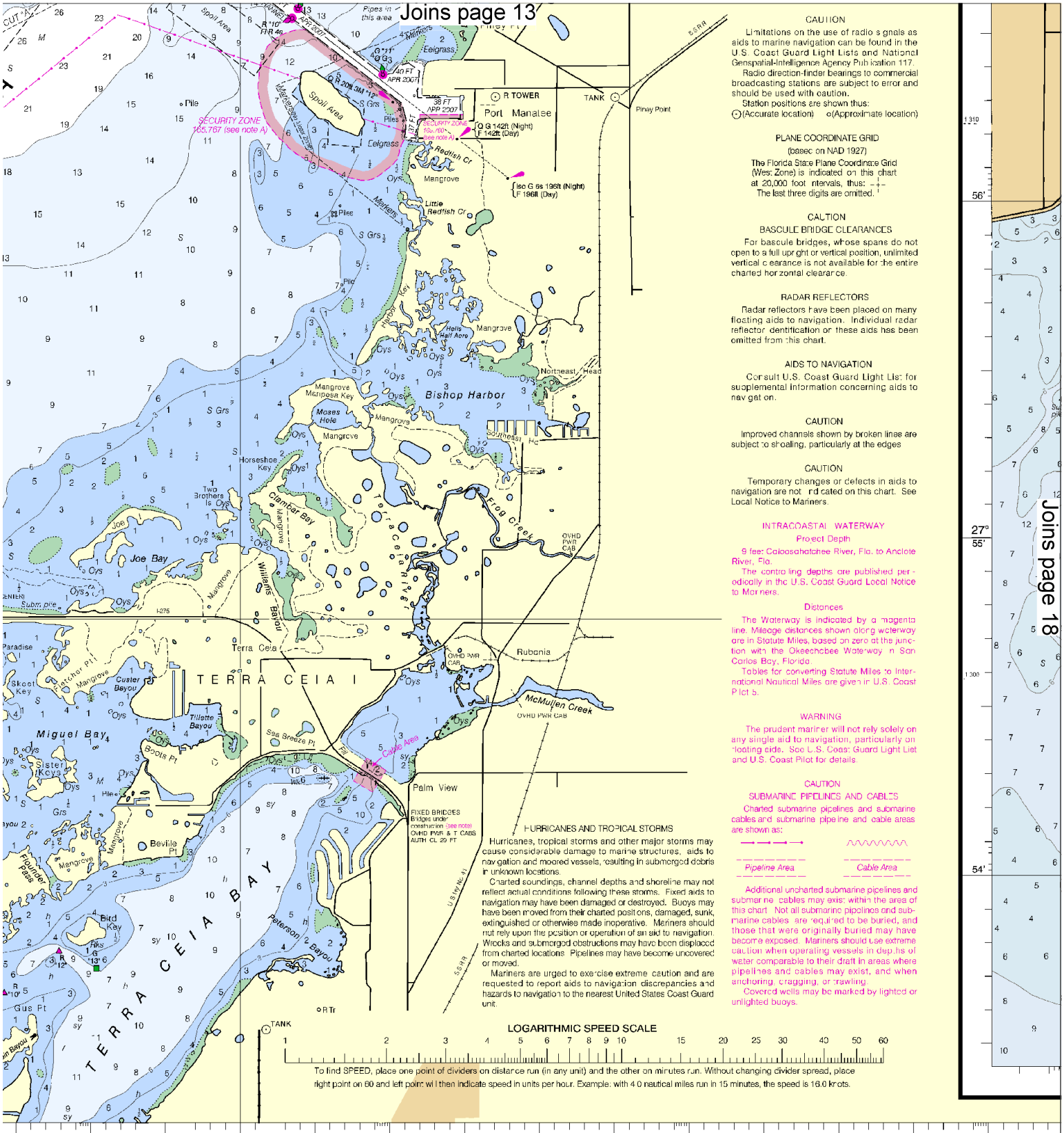
North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles 1 ½ 0 1 2 3

Yards 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Miles
2 3
ds
00 3000 4000 5000
ers
00 3000 4000 5000

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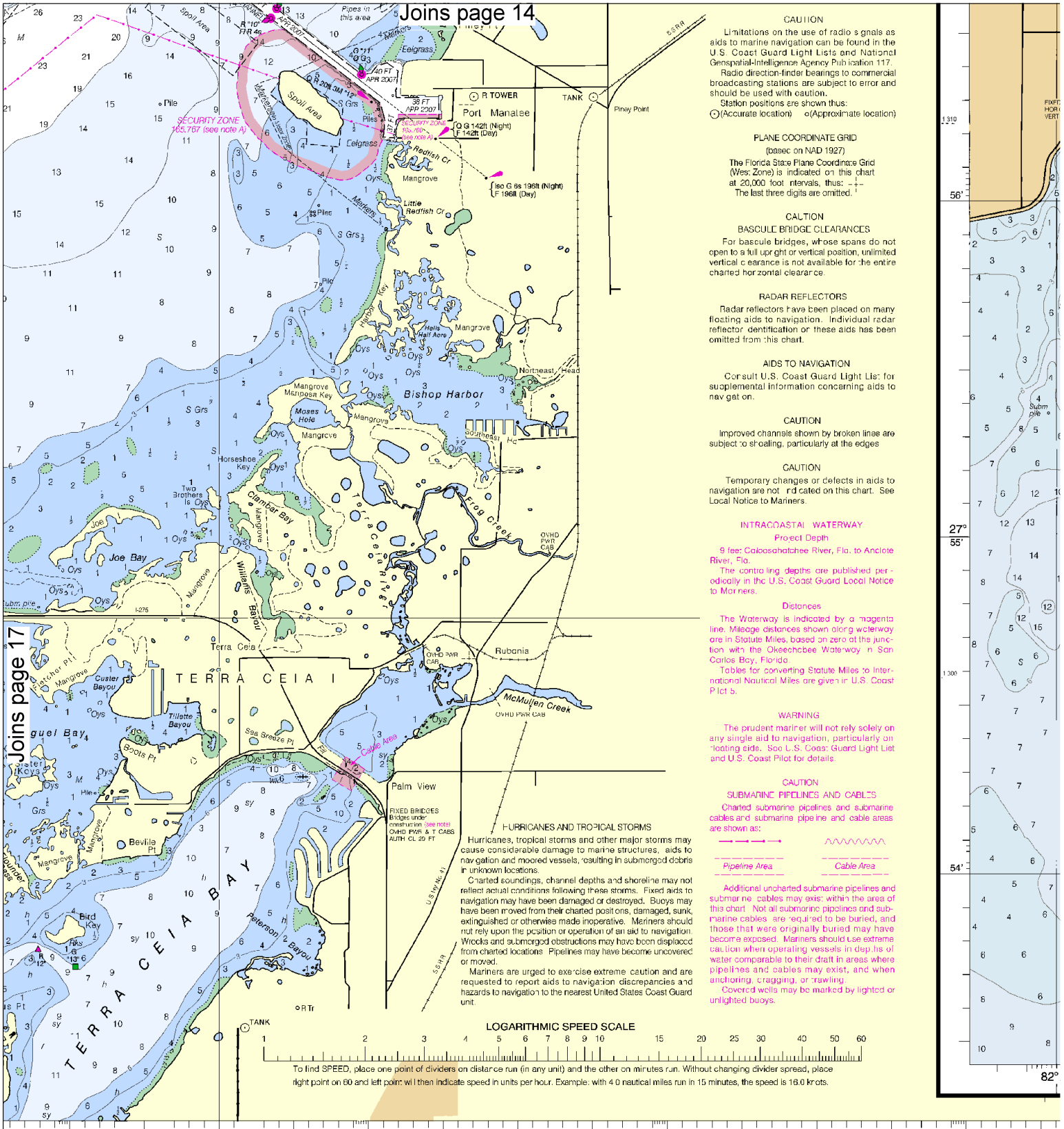
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS I

Joins page 14

Joins page 17



CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

PLANE COORDINATE GRID
(based on NAD 1927)

The Florida State Plane Coordinate Grid (West Zone) is indicated on this chart at 20,000 foot intervals, thus: -|-
The last three digits are omitted.

CAUTION
BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification of these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

INTRACOASTAL WATERWAY
Project Depth

9 feet Caloosahatchee River, Fla. to Anclote River, Fla.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along waterway are in Statute Miles, based on zero at the junction with the Okeechobee Waterway in San Carlos Bay, Florida.

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

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U.S. DEPARTMENT OF COMMERCE
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NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN

les 2 3
3000 4000 5000
3000 4000 5000

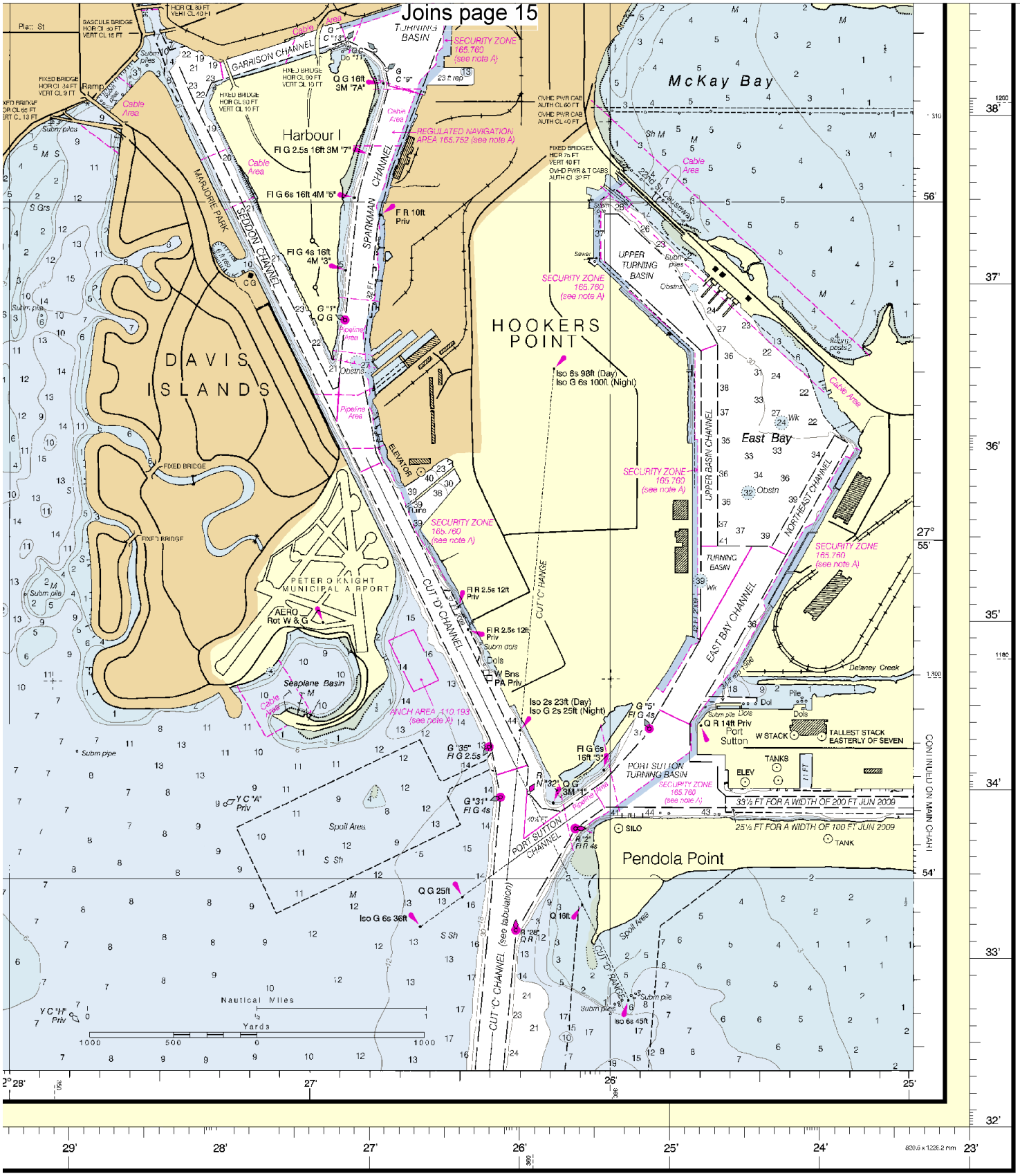
North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.



N FEET

NSN 7642014627120

NGA REFERENCE NO. 11AHA11416

ED. NO. 10

Tampa Bay

SOUNDINGS IN FEET - SCALE 1:40,000

11416

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group St. Petersburg – 727-824-7506
Coast Guard St. Petersburg – 727-824-7670
FL Fish and Wildlife Conservation Comm – 888-404-3922
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

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Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.